



National Transportation Safety Board Aviation Accident Final Report

Location:	CROSS CITY, FL	Accident Number:	MIA92LA109
Date & Time:	04/12/1992, 1045 EDT	Registration:	N3169Q
Aircraft:	STOLTZFUS STILETO MK II	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PLT WAS BRIEFED BEFORE DEPARTURE THAT MARGINAL VFR WX CONDITIONS EXISTED FOR THE ROUTE OF FLIGHT. DURING CRUISE FLT, THE FLT WAS VFR ON TOP OF A LAYER OF CLOUDS. THE PLT DESCENDED THROUGH A HOLE IN THE CLOUDS, AND WHILE MANEUVERING TO A PRECAUTIONARY LANDING THE FLT ENCOUNTERED FOG. THE PLT LOST CONTROL OF THE ACFT & CRASHED. THE AIRPLANE WAS LOCATED AT 1835, APRX 6 HRS 48 MIN AFTER THE FIRST ELT SIGNAL WAS RECEIVED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT-IN-COMMAND'S CONTINUED FLIGHT INTO ADVERSE WEATHER CONDITIONS RESULTING IN A LOSS OF CONTROL DURING A PRECAUTIONARY LANDING DUE TO A LOSS OF VISUAL REFERENCES. THE WEATHER WAS A FACTOR.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: MANEUVERING

Findings

1. (F) WEATHER CONDITION - CLOUDS
2. (C) VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: APPROACH - VFR PATTERN - DOWNWIND

Findings

3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
4. (F) WEATHER CONDITION - FOG
5. (C) AIRCRAFT CONTROL - UNCONTROLLED - PILOT IN COMMAND
6. (C) SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #3: MISCELLANEOUS/OTHER

Phase of Operation: OTHER

Findings

7. RESCUE - DELAYED

Factual Information

Pilot Information

Certificate:	Private	Age:	44, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	09/19/1991
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	300 hours (Total, all aircraft), 60 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	STOLTZFUS	Registration:	N3169Q
Model/Series:	STILETO MK II STILETO MK	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	001
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	04/01/1992, Annual	Certified Max Gross Wt.:	1400 lbs
Time Since Last Inspection:	15 Hours	Engines:	1 Reciprocating
Airframe Total Time:	85 Hours	Engine Manufacturer:	SUBARU
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	EA81
Registered Owner:	STOLTZFUS, JOHN B.	Rated Power:	85 hp
Operator:	STOLTZFUS, JOHN B.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	TLH, 81 ft msl	Distance from Accident Site:	80 Nautical Miles
Observation Time:	1055 EDT	Direction from Accident Site:	315°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	Broken / 1000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	22° C / 18° C
Precipitation and Obscuration:			
Departure Point:	LAKELAND, FL (LAL)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0930 EDT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Timothy W Monville	Report Date:	08/25/1993
Additional Participating Persons:	LARRY OLIVER; ORLANDO, FL		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).